



MOTOR CARRIER NEWS

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Motor Carrier Transportation Division, 550 Capitol Street NE, Salem, OR 97301-2530

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Division works to improve phone service, cut wait times

The first big wave of calls floods in at 6 a.m. Pacific Time, which is 7 a.m. Mountain Time, 8 a.m. Central Time, and 9 a.m. Eastern Time. Beginning early every day, hundreds of truck drivers and trucking company officials from Oregon, other states, and Canada pick up the phone to call 503-378-6699 for help with Oregon credentials or some other service. Most people call during their regular 8 to 5 business day, but like a relentless tide the calls keep coming all day and night to Oregon's 24/7 Service Center.

According to Motor Carrier Transportation Division Administrator Gregg Dal Ponte, handling these calls and keeping wait times down is one of his toughest problems. "The ever-present challenge in public services is finding the balance between a reasonable level of service and the available resources," Dal Ponte said.

Now the Division is banking on three major changes to help it better manage call volumes and cut wait times to a minimum.

The first change, shifting as much business as possible to the Internet, shows the most promise for improving service. Today more than 4,300 companies are signed up to do business via Trucking Online and since January 2003 they've used a home or office computer for more

than 170,000 transactions or record inquiries that formerly required a phone call, fax, mail delivery or field office visit.

The second change involves repositioning staff so more are available to take calls. In mid-2004, the Division examined workloads statewide and saw that a minimal number of customers needed over-the-counter service at the Klamath Falls Port of Entry on US97. So in September the Division moved three staff positions to Salem and scheduled a fourth to move on December 31 when the office will permanently close.

The third change involves investing about \$250,000 for an upgraded phone system that can provide custom call routing, agent scheduling, and agent statistics. The Division hopes to have the upgrade in place by mid-2005.

Dal Ponte said he's often asked why there's not more staff to answer phones and why there's not an 800 number for people to call. "I recently heard from a lady who was writing her e-mail to me while she waited on hold for 7 minutes and 23 seconds, which she said

was a short wait compared to previous calls," Dal Ponte said. "We got a number of the same complaints from the customer satisfaction survey we conducted last summer. We will continue to try to improve our phone service, but we need as many customers as possible to use Trucking Online. This is the best use of the limited resources we have available. Regarding an 800 number for people to call, there's no budget for it and to my knowledge most states don't provide a toll free registration services number."

Service Center Stats

Salem Permit Analysts available to take calls on weekdays from 8 to 5 Pacific Time 16-20

Average calls per hour from Midnight to 8 am during the week of November 1 - 5, 2004 8

Average calls per hour from 8 to 5 73

Average calls per hour from 5 pm to Midnight 13

Calls from 8 to 5 during the week that were answered within 2 minutes 52%

Average overall wait time for callers from 8 to 5 during the week 3 minutes

Average of the five longest wait times from 8 to 5 during the week 12 minutes

Total callers from 8 to 5 that week who, for some reason, hung up before getting service 370

**Oregon 24 / 7
Motor Carrier
Service Center
503-378-6699**

Heads Up! Christmas 2004 and New Year's 2005 Holiday Closures:

Counter Service, All MCTD Registration Offices: Close 5 pm Thursday, December 23. Reopen 8 am Monday, December 27.
Close 5 pm Thursday, December 30. Reopen 8 am Monday, January 3.

Phone Service Center: Stops taking calls 5 pm Friday, December 24. Restarts 8 am Sunday, December 26.
Stops taking calls 5 pm Friday, December 31. Restarts 8 am Sunday, January 2.

Readoption of federal safety regs includes training requirements

Oregon's annual readoption of federal motor carrier safety and hazardous materials transportation regulations is normally a routine matter. It essentially just reaffirms that rules affecting interstate operators apply to Oregon intrastate operators, with certain exceptions spelled out in Oregon Administrative Rules 740-100-0010. But this year the readoption is drawing more attention because of the addition of new driver training requirements.

A Motor Carrier Transportation Division (MCTD) rulemaking that is open to public comment until January 21, 2005, adopts new regulations in 49 CFR Part 380 for entry-level truck drivers and drivers of long combination vehicles. The rulemaking would make the following requirements apply to Oregon intrastate operators.

Entry-Level Truck Drivers - Since October 18, 2004, interstate operators have been required to train entry-level truck drivers about driver qualification, hours of service, driver wellness, and whistleblower protection before they operate a commercial vehicle. The new requirements in 49 CFR Part 380.500 thru 380.513 apply to any driver with less than one-year experience who is required to have a CDL. They arise from a study that found inadequate private sector training of drivers in the heavy truck, motor coach, and school bus industries.

LCV (Long Combination Vehicle) Drivers - Since June 1, 2004, interstate operators have been required to provide special training for drivers of LCVs - trucks with two or three trailers and gross vehicle weight over 80,000 pounds. The rules in 49 CFR Part 380.101 thru 380.401 also set requirements for instructors who train drivers. The training program includes a check of behind-the-wheel skills like turning, steering, tracking, interacting with traffic, speed and space management, and non-driving activities like trip planning and cargo and weight considerations. The training is not required for drivers who on June 1, 2004, already had a valid CDL, two years LCV driving experience, and no suspensions or convictions for a major traffic offense.

It's believed that most trucking companies will use their own training programs. Federal studies estimate it takes about 10 hours to train an entry-level driver and 50 hours to train an LCV driver. The Oregon Employment Department estimates there will be 603 new driver jobs annually in Oregon through 2012, but it's not known how many will be hired for intrastate operations and how many will have already met the training requirements.

Comments on this rulemaking can be mailed to: ODOT Rules Coordinator, 1905 Lana Avenue NE, Salem, OR 97314, or faxed to 503-945-0893. Read more about the rulemaking and submit comments by e-mail via the MCTD Web site: www.oregon.gov/ODOT/MCT

Q&A — Credentials grace period

How does Oregon handle out-of-state carriers who are late putting a new Weight Receipt and Tax Identifier in their trucks? There is a grace period, but only for carriers who submit renewal forms with payment by December 30, 2004. They have until March 15, 2005, to put a new Weight Receipt and Tax Identifier in each truck.

What's the deadline for Oregon-based carriers to renew their Commercial and Apportioned license plates? Oregon carriers need to submit payment by December 30, 2004. The Motor Carrier Transportation Division started renewing credentials in September 2004 and most carriers have already completed the process and received new 2005 stickers for their plates.

Word to the wise: Avoid the last minute crunch!

Is there an enforcement grace period for Oregon-based carriers who are late renewing Commercial and Apportioned plates? No. Beginning January 1, 2005, any Oregon carrier who hasn't submitted forms with payment and continues to operate in Oregon is subject to a \$421 citation and possible civil complaint action.

Is there a grace period for carriers who completed forms and sent payment, but still haven't received 2005 stickers for their plates? Yes, a sticker display grace period is available to carriers who submit renewal forms with payment by December 30, 2004. They have until March 15, 2005, to put the new 2005 stickers on their Commercial and Apportioned plates.

Is there a grace period for Oregon carriers who participate in the International Fuel Tax Agreement (IFTA)? Yes, carriers renewing their participation in IFTA have until March 1 to display the 2005 license and decal.

What does an IFTA carrier need to travel through states and provinces in the first two months of 2005? Carriers who haven't yet received their 2005 IFTA license and IFTA decals can travel through other states and provinces in the first two months of 2005 if they have either a valid 2004 IFTA license and decals or a valid trip permit issued by the jurisdiction in which they're operating.

Note to Oregon IFTA carriers: Carriers who are not renewing their Oregon IFTA license for 2005 must cancel their license in writing by December 30, 2004. Otherwise, they must file a 1st Quarter 2005 IFTA Tax Return to show there were no operations during the grace period. To cancel the license, check the appropriate box on the IFTA renewal form, enter the effective date, and return the form by mail or fax.

Surveys reach 2,320 randomly-selected persons or companies

MCTD asks its customers: "How are we doing?"

Are staff persons at the Motor Carrier Transportation Division (MCTD) knowledgeable of regulations? Can they quickly and correctly answer questions? Do they conduct business in a professional and courteous manner?

These are just three of the questions 2,320 randomly-selected "customers" found on survey forms distributed in Summer 2004 as MCTD asked, "How are we doing and how can we do a better job?" Nine different customer groups were contacted by mail and 727 of 2,320 questionnaires were returned (31%).

When MCTD conducted similar customer surveys in 1998 and 2002, it found motor carriers gave staff high marks. This time carriers again responded with very favorable impressions of staff and the service they provide.

Two questions most customers were asked was whether they think staff is knowledgeable of regulations and can quickly and correctly answer questions. In six surveys that asked these questions, 88% responded positively, 6% negatively, and 6% offered no opinion. In seven surveys that also asked whether staff persons conduct themselves in a professional and courteous manner, 94% responded positively, 3% negatively, and 3% offered no opinion.

Following is a summary of noteworthy results from the surveys:

Oregon Companies Subject to a Truck Safety Inspection

Three-fourths of the companies surveyed (77%) say their trucks were inspected 3-10 times by MCTD staff in the past year. As might be expected then, 57% agree the chances of being inspected on an average trip through Oregon are high and only 29% think inspection efforts should be increased. Nevertheless, 89% believe ODOT's Motor Carrier Safety Program has a



positive effect on highway safety and 79% agree putting drivers and vehicles out of service benefits safety. In answer to one new survey question, 94% agree that stopping trucks that are speeding or committing other traffic violations benefits safety.

Surveys were sent to 323 randomly-selected Oregon companies that recently had a truck inspected by MCTD staff. A total of 110 responded.

Oregon Companies Subject to a Safety Compliance Review

Most of the companies surveyed (72%) believe ODOT's Motor Carrier Safety Program has a positive effect on highway safety, 87% agree that Safety Compliance Reviews influence carriers to comply with safety regulations, and 76% say the \$100 penalty that applies to most safety violations is sufficient to convince carriers to stay in compliance.

Surveys were sent to 202 Oregon companies recently subject to a Safety Compliance Review. A total of 61 responded.

Oregon Truck Drivers Subject to a Driver Safety Inspection

The vast majority of truck drivers surveyed agree that ODOT inspectors conduct inspections in a professional, courteous manner (94%) and the inspection form is easy to read and understand (90%). Of the drivers with an opinion, most agree that inspections are effective in identifying unsafe trucks when they're conducted during evening hours and on weekends (61%) and when done on secondary highway routes (73%). Most agree there's a benefit to

highway safety when drivers and vehicles with critical safety violations are put out of service (79%) and when trucks are stopped for speeding or committing other traffic violations (88%). In response to the statement: "The company I work for gives me the information and support I need to be in compliance with safety regulations," 48% strongly agree, 45% agree, and 3% disagree (4% have no opinion).

Surveys were sent to 338 randomly-selected Oregon truck drivers recently subject to a driver inspection. A total of 110 responded.

Persons Calling for Registration or Over-Dimension Permit Service

Most of the customers calling the Salem Registration Permit Analysts for help with truck-related business (86%) agree staff is flexible in accommodating their needs and only 2% say they do not process tax and registration transactions in a timely and accurate manner. Those calling Over-Dimension Permit Analysts for a single-trip permit also seem happy with service as 89% say their

(continued on page 4)

Visit MCTD on the World Wide Web for a more detailed look at survey responses —
www.oregon.gov/ODOT/MCT/SURVEY04.shtml

“How are we doing?” — MCTD asks its customers *(continued from page 3)*

requests are processed in a timely and accurate manner (11% offer no opinion).

However, many complained about phone wait times. “Every time I have to call with a question, it takes way too long to talk to someone,” one person wrote. “The wait to speak to a real person is unacceptable in my opinion,” another wrote. “I waited forever on my last call and finally hung up. That’s typical.”

The survey sent to those calling the Registration Permit Analysts asked if the respondent was using Trucking Online to conduct business via the Internet. Surprisingly, 45% are signed up for the service, which suggests that Trucking Online cannot completely eliminate the need to call Salem. It helps explain why so many (74%) say MCTD should continue to operate a 24/7 phone Service Center (only 5% disagree and 21% offer no opinion).

Of those not using Trucking Online, most say they actually like doing business by phone, mail, or fax, some don’t do enough business with Oregon, and others don’t like doing business on the Internet.

Surveys were sent to randomly-selected companies who called for service during one week in June — 267 selected from those who called the Salem Registration Analysts and 207 who called the Over-Dimension Permit Analysts. A total of 66 responded from the first group and 76 from the second group.

Methodology and Cost

MCTD spent just \$1,172 in postage and printing for its surveys. It saved money by using forms developed by staff and assigning one person to collect surveys and report results. Surveys were sent to enough randomly-selected persons or companies from each customer group to get within a 95% confidence level, +/-5%.

Companies Participating in the Green Light Weigh Station Preclearance Program

The vast majority of companies say it’s easy to use Green Light to preclear weigh stations (3% disagree), it saves time by avoiding stops (4% disagree), and it saves money in truck operating costs (4% disagree). But 16% say they would not be participating in Green Light if MCTD had not given them their first transponders at no charge, and 30% are not willing to spend \$50 for each new transponder when the batteries die in the old ones. Rather, 82% say they plan to pay the Transponder Service Center in Salem about \$15 to just replace the batteries.

When asked if they have a problem with the fact that Green Light allows ODOT to collect weigh station records electronically, just like it collects records manually when a truck stops at a station, 89% of the companies say that’s not a problem (only 1% say it’s a problem and 10% have no opinion). When asked about ODOT using weigh station records for enforcement purposes, such as checking driver logbooks, 78% say it is appropriate (9% say it’s inappropriate and 13% have no opinion).

Surveys were sent to 294 randomly-selected companies in OR, ID, and WA with at least half of their fleet equipped with transponders. A total of 80 companies responded.

Companies Designated as Oregon Trusted Carrier Partners

Almost all of the companies responding to this survey say they take pride in being an Oregon Trusted Carrier Partner (1% do not) and 86% say they clearly derive benefits from that (14% offer no opinion).

One-third of the companies (33%) say putting Trusted Carrier plates on their Green Light transponder-equipped trucks helps them retain drivers (11% disagree, while 56% have no opinion or say the question is not applicable) and 70% say

displaying a Trusted Carrier plate enhances their company’s image in the eyes of the general public and helps them market their product (4% disagree with that).

When asked if the Trusted Carrier plate has a positive effect on the way Oregon weigh station operators treat their drivers, 80% say it does (1% disagree and 19% offer no opinion). When asked if it has a positive effect on the way Oregon law enforcement officers treat their drivers, a smaller percentage, 67%, say it does (3% disagree and 30% offer no opinion).

Most of the companies say the Trusted Carrier designation is a major incentive to maintain a good safety record (90% agree, 3% disagree) and a major incentive to stay in compliance with other regulations like registration and road-use tax reporting (89% agree, 5% disagree).

Surveys were sent to 261 randomly-selected companies in Oregon, Idaho, and Washington who qualify as Trusted Carrier Partners. A total of 104 companies responded.

Companies Subject to a Weight-Mile Tax, IRP and/or IFTA Audit

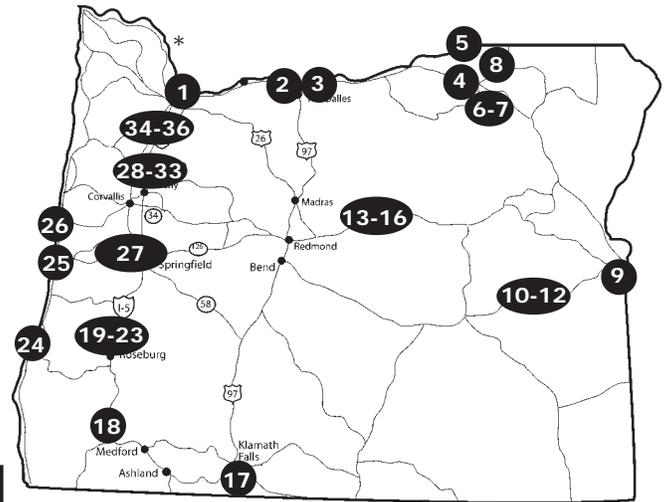
Almost all of the companies responding to this survey say they were given enough time to prepare for their audit, whether it was a check of weight-mile tax records or those related to the International Fuel Tax Agreement and International Registration Plan (98% agree, 1% disagree, 1% offer no opinion). Almost all say the audit was completed in a timely manner (96% agree, 2% disagree, 2% offer no opinion).

Most say their auditor was fair and impartial (2% disagree) and helpful answering questions about reporting requirements and offering tips about good record keeping (2% disagree).

Surveys were sent to 251 randomly-selected companies subject to a weight-mile tax audit in the past year and all 177 companies subject to an IRP and/or IFTA audit in the past year. A total of 47 companies responded from the first group and 73 companies responded from the second group.

Weight-Restricted Bridges on Major Routes in Oregon

As of November 15, 2004, bridge inspectors had set weight restrictions on 36 bridges on major Oregon routes. In September restrictions were lifted on the Row River and Gettings Creek bridges on I-5 southbound, north of Cottage Grove at mileposts 175.40 and 178.40. For questions about restricted bridges, including those on lesser routes, contact the Motor Carrier Division at 503-373-0000 or visit its Web site: www.oregon.gov/ODOT/MCT/RESTRICT.shtml



Highway	Restriction	Bridge & Location
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1.	OR99E SB	SR2 Martin Luther King Jr. Viaduct, Portland
2.	OR206	D Deschutes River Bridge, MP 2.92
3.	US97	D Sam Hill Bridge, Biggs Junction over the Columbia River
4.	I-84 EB	D/N Umatilla River, MP188.43, near Umatilla
5.	US730	D/N USRS Irrigation Canal Bridge, MP168.86, between Boardman and Irrigon
6-7.	I-84 EB / WB	D/N Grande Ronde River, MP258.89, west of La Grande
8.	OR11	D/N Weston Interchange, MP20.31, over OR204 and Blue Mountain RR
9.	US20 / US26	D/N Snake River, MP266.82, Nyssa
10.	US20	D N. Fork Malheur River, MP190.84
11.	US20	D Gwynn Crossing Bridge, MP195.13
12.	US20	D Sperry Bridge, MP205.58
13.	US26	D/N Bridge Creek, MP62.54
14-15.	US26	D/N Two Bridge Creek Bridges, MP65.63 and MP65.85
16.	Off US26	D/N Bridge Creek, R/W Route, Mitchell Access
17.	US97	D/N Klamath Falls bridge over Green Springs Drive, MP275.74
18.	US199	D/N Applegate River, MP7, southwest of Grants Pass
19-20.	I-5 Overpasses	SR1 Riddle Road, MP103.95, Chadwick Lane, MP104.85
21.	OR42	D/N I-5 Overpass, MP119.51, four miles south of Roseburg
22.	I-5 NB	D/N Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
23.	I-5 NB	D/N Umpqua River, MP128.92, Roseburg
24.	Coos River Hwy.	SR1 Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
25.	US 101	D/N Siuslaw River, MP190.98, Florence
26.	US 101	D/N Spencer Creek, MP133.86, ten miles south of Depoe Bay
27.	OR126 Business WB	D/N Willamette River, MP1.34, one mile east of I-5 in Springfield
28.	Off OR22	D First Avenue Bridge in Mill City, over Santiam River
29.	OR22	D/N Deer Park Rd. Crossing, MP4.03, east of Salem
30.	OR22	D/N Whitewater Creek, MP60.80, east of Salem
31.	OR22	D/N Pamela Creek, MP62.78, east of Salem
32.	OR22	D/N Marion Creek, MP66.42, east of Salem
33.	OR22	D/N North Santiam River, MP75.65, east of Salem
34.	OR18	D/N Yamhill River, MP51.57, near Dayton
35.	OR219	D/N Willamette River, MP23.46, south of Newberg
36.	OR99W S	D Tualatin River Bridge, MP12.18, Tualatin

* **SPECIAL NOTE:** The Lewis & Clark Bridge in Washington, off US30, is restricted to 19,500 pounds per axle, with no limit on gross vehicle weight.

Restriction Legend	
D/N = Restricted to Divisible and Non-Divisible Load Limits	
	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.
	Non-Divisible (Heavy Haul) Loads
Single Axle	21,500 lbs.
Tandem Axle	43,000 lbs.
Maximum Wt.	98,000 lbs.
D = Restricted to Divisible Load Limits (no heavy haul loads)	
	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.
SR1 = Special Restriction - Single Axle - 20,000 lbs. Tandem Axle - 34,000 lbs. Max. Wgt. - 80,000 lbs.	
SR2 = Special Restriction - No truck combinations, Max. Wgt. - 50,000 lbs.	
Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. All bridges listed here are being closely watched by bridge inspectors. Restrictions may change on a daily basis, and other bridges may become similarly restricted, as conditions warrant.	

Cargo load securement guidance regarding tiedowns

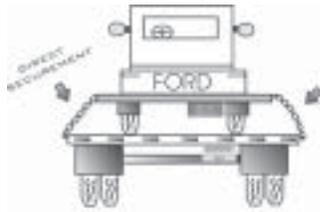
Load securement rules apply to trucks, truck tractors, semitrailers, full trailers, and pole trailers. When hauling cargo on public roads, each commercial vehicle must be loaded and equipped and the cargo secured to prevent it from leaking, spilling, blowing, or falling from the vehicle. Cargo must also be contained, immobilized, or secured to prevent any shifting that might adversely affect the vehicle's stability or maneuverability. The rules are spelled out in Federal Regulations, CFR Parts 393.100 — 393.136. The Federal Motor Carrier Safety Administration has issued the following guidance regarding tiedowns:

Working Load Limits Assigned to Tiedowns

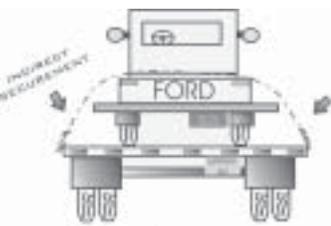
The Working Load Limit assigned to a tiedown depends on whether the tiedown is direct securement or indirect securement.

Direct Securement: The tiedown goes from an anchor point on the vehicle to an attachment point on an article of cargo. The assigned Working Load Limit is one-half the limit noted in CFR Part 393.108, or one-half the Working Load Limit marked on the cargo securement device.

The assigned Working Load Limit of all tiedowns must be at least one-half times the weight of the article or group of articles being secured.



Indirect Securement: The tiedown goes from an anchor point on the vehicle, through, over, or around the cargo and then attaches to another anchor point on the vehicle. The assigned Working Load Limit is the entire limit noted in CFR Part 393.108, or marked on the securement device. The assigned Working Load Limit of all tiedowns must be at least one-half times the weight of the article or group of articles being secured.



Tiedowns Sharing Anchor Point

Two individual tiedowns may share one anchor point on a piece of cargo (normally seen on equipment), or one anchor point on a vehicle, if the anchor point meets CFR Part 393.102 performance standards.



Single Chain as Two Tiedowns



A single chain may be used as two tiedowns when the chain acts independently on each side of the cargo. Each side of the tiedown must have two attachment points, and an adjustment mechanism.

Check the Working Load Limits and Performance Standards:
www.fmcsa.dot.gov/rulesregs/fmcsr/regs/393.htm

Inspection Follow-Up Violation Summary

In the 3rd Quarter 2004, the Oregon Department of Transportation's Motor Carrier Division issued 53 cease and desist orders and 3 penalty orders that established a company's failure to return a Driver or Equipment Compliance Check Form after an inspection. Following every safety inspection performed by state transportation officials or law enforcement officers, the driver receives a copy of the inspection form. If the inspection found violations, the motor carrier involved is required to sign and return that form to the state where the inspection occurred and confirm that the violations were addressed (Federal Safety Regulations, Part 396.9).

Inspection Requirements Summary

Records Requirement — Keep a copy of each truck and driver safety inspection for 12 months.

Follow-Up Requirement — When violations were found in an Oregon inspection, correct all violations and return the inspection form to the ODOT Motor Carrier Transportation Division within 15 days. The form must be signed by a company official. It must also be signed by a repair person if a vehicle had a critical safety violation resulting in an out-of-service notice. If violations are related to the driver (speeding, logbook, etc.), a company official's signature certifies that action was taken to assure future compliance with regulations. The form can be returned by mail or fax to the address or number on the form.

Oregon Enforcement - for inspections that found an out-of-service violation — 1st time a carrier fails to return a form: 50 days after the inspection, a Cease and Desist order is sent establishing failure to meet inspection follow-up requirements.

2nd time, within 12 months of a Cease and Desist order, that a carrier fails to return an inspection form: A civil complaint action may be filed assessing a \$1,000 penalty and seeking a five-day suspension of Oregon operating authority. The carrier may admit the failure to meet requirements, agree to address the problem, and seek settlement, or deny the violation and request a hearing before a law judge.

Enforcement

3rd Quarter 2004

From July through September 2004, the Motor Carrier Division finalized 144 civil enforcement actions. This is in addition to 56 actions related to safety inspection follow-up violations (see page 6). On the following list, the number next to each name indicates violations confirmed in the process.

- ** Denotes second complaint within five years.
*** Denotes third complaint within one year of second.

Safety Violations

A total of 130 enforcement actions established violations related to failure to produce safety records or violations discovered during safety compliance reviews.

Ruben Alcantar Lopez 2
AMPAC
Transportation, Inc. 4**
Darrell P Armstrong 1
Eric Artner Construction, Inc. 6
Bar Trucking, Inc. 6**
Dave Bass Construction 2
BCA Construction LLC 44
Bedrock Excavation &
Construction, Inc. 26
Benton Electric, Inc. 8**
Bethel Excavating 5
Glenn W Bisby 1
Robert M Bjork 1
Black Shell Trucking 8
Bones Construction Co. 10
Borino Excavating, Inc. 7
Walter D Branum 2
Gary S Brewer 1
Terry G Briley 1**
Donald R Brown 3
Bruers Contract Cutting 4

Burnt Ridge Trucking, Inc. 26
Bob Campbell Trucking 9
Camrock Excavation, Inc. 5
Cascade Auto Recycling LLC 7
Coleman Transport System 32**
Connie's, Inc. 5***
Covey Run Trucking LLC 11**
Tim J Curns 1
D & J Mobile
Home Services LLC 14
D & S Asphalt Paving Co. 4
D & S Trucking 1**
Clyde Dawkins
Auto Recycling 11
Decorative Bark
Products, Inc. 10***
Jeffrey A Delahunt 1
David C Dockery 1
James W Drayton 5**
Duff's Trucks LLC 21**
Eberhard Creamery, Inc. 17
Economy Rentals 14
Environmental
Container Systems, Inc. 2
Esly's Trucking 6**
Terry Ferguson
Construction Co. 2**
Terra Firma
Excavation, Inc. 12**
Foreman Transportation 14
Roy Fowler Trucking 1
Freeman Contracting, Inc. 2**
Freeman Rock, Inc. 6**
Freres Building Supply 60
Gates Transportation 57
George's Shop & Rock, Inc. 14
Goodfellow Bros., Inc. 13
Great Western Corp. 15**
Warren Greenlaw 12
H P S Construction, Inc. 18
Hage Bros. Trucking, Inc. 13
Hari Crop Spraying LLC 2
Tom Harmon Logging LLC 11
Delano Heikkila Construction 11
Lyle B Hensley 19
Joe Hiteshow Trucking 7
Derald W Holcomb 1
D & C Hubbs, Inc. 10
Alan Jeffers Trucking 8
Howard E Johnson & Sons
Construction Co., Inc. 17
Casey Jones
Well Drilling Co., Inc. 4
Mark T Josey 5
K & L Industries 15
K&E Excavating, Inc. 15
Kelley Bros., Inc. 15**
Michael W Knaus 1
Patrick J Kokos 7
David J Krantz 1
Lake County Disposal 6
C L Large, Inc. 10
Larson Construction Co., Inc. 6
Ken Leahy Construction, Inc. 7
Robert Leininger
Trucking & Backhoe 10
Robert Lyon
Construction Co. 13
M A C Trucking, Inc. 2***
M C J Trucking LLC 24
Marion AG Service, Inc. 5

Nathan Marple 6
William Mayfield 11**
Gary McCleese & Son
Equipment Rental 3
Lorin A Meyer
Construction, Inc. 6
Meza Construction, Inc. 8
Mr. Equipment Works 19**
Noonan Farms 6
Jack Nutting 47**
Oberson Oil, Inc. 29
Gregory C Osborne 2
Pacific Stone &
Supply Co., Inc. 5**
R C Pardue & Son Exc., Inc. 6
Thomas Paullin Trucking 19
Perez Trucking 54
Gary L Peterson
Excavating Contractor 16**
Pizzola & Sons Construction 10
Plumley
Contracting Co., Inc. 23**
Portland Road &
Driveway Co., Inc. 10
Poujade 11
Priced Right Construction 12
Ram Steel, Inc. 5**
Efren Ramirez 8
Clint Reed Construction 1
Roadway Express, Inc. 14
Royal Refuse Service, Inc. 9
Rundell, Inc. 8
S A W Trucking 19
John W Sanner Enterprises 27**
Wayne R Saul 1
Sebomia Produce Co. 9
Shadow Trucking 8**
Sierra Cascade LLC 65
Sisters Tree 3**
Site Tech, Inc. 6
Smalling Construction, Inc. 9
Stan Pedersen
Trucking, Inc. 32***
Sunburst Trucking, Inc. 10
Ray Sweat 38***
Tazz Trucking 41**
Tewalt & Sons, Inc. 7**
The Dirt Works, Inc. 3
The Saunders Co., Inc. 10
U Save Rental & Supply LLC 5
Vaughn Land & Cattle 6
Paul M Vettrus 14
Villarreal Trucking LLC 47
Western Asphalt
Maintenance, Inc. 12**
B Whitmore Logging 12
Willamette Valley Trucking 27
Yu & El Transport Co., Inc. 15

Other Violations

A total of 14 enforcement actions established violations related to operating without valid registration credentials, operating in excess of size and/or weight limits, or operating in violation of farm registration laws and rules.

- Denotes cancellation of farm registration

Allied Van Lines, Inc. 8**
Al's Moving LLC 2
Azco Farms 1•
BET Enterprises, Inc. 1•
Beef Steak Ranch 1•
Covenant Transport, Inc. 8**
Fedor Ovchinnikoff 1•
Pods of Portland LLC 4
Pony Head Ranch 1•
Sam & Gladys Robinson 1•
Shaw Cattle Co. 1•
Two B's Delivery Service 1**
Werner Enterprises, Inc. 6***
Yamato Transport USA, Inc. 5**

Other Enforcement

Following is a summary of enforcement by Motor Carrier Enforcement Officers in the 3rd Quarter 2004:

**Trucks Weighed
on Static Scales
633,263**

**Trucks Precleared to
Pass Green Light
Weigh Stations
309,767**

**Warnings Issued
5,594**

**Weight-Related
Citations
3,895**

**Size-Related Citations
359**

**Trucks Required to
"Legalize" (Correct)
Size and/or Weight
1,229**

**Other Citations Issued
1,003**

**Citations for
Operating
Without Oregon
Weight Receipt & Tax
Identifier
1,693**

Totals do not include enforcement by State Police or city and county officers.

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In this December 2004 issue:

- Division works to improve phone service 1**
The Motor Carrier Transportation Division is banking on three major changes to help it better manage call volumes and cut wait times to a minimum.
- Readoption of federal regs includes training rules 2**
The annual readoption of federal safety regulations is drawing more attention because of the addition of new driver training requirements.
- Q&A about truck credentials grace period 2**
Late renewing Oregon truck registration or tax credentials? Read this Q&A.
- MCTD asks its customers: How are we doing? 3**
Randomly-selected persons or trucking companies from nine different groups recently responded to customer satisfaction survey forms.
- Oregon weight-restricted bridges 5**
Inspectors have currently set weight restrictions on 36 bridges on major routes in Oregon. There are 54 other restricted bridges on lesser routes.
- Load securement guidance regarding tiedowns 6**

Winter Advisory: In Oregon, chains or traction tires are required whenever winter conditions exist and signs are posted advising drivers to carry or use them. The chain laws are posted on the Internet under Winter Travel Info at ODOT's TripCheck Web site: www.tripcheck.com